

SECRETS-E-C-R-E-T

50X1-HUM

hard, and as a result, as the disk wears, there is a noticeable wearing down of the pressure plate and the surface of the flywheel in the form of deep concentric lines. The plant has considerably increased the life of front wheel bearings, but there are still instances of premature breakdown of the external bearing and the rotating-cam axle. The front suspension of the car should be made more dependable. The threaded junctions and the jacket clamps on the ends of steering rods are not strong enough, resulting in stripped threads.

Changes in the hand-brake lever have made it more dependable, but beyond the car's advertised mileage it does not operate satisfactorily. The cable stretches noticeably in operation, and regulating its length is inconvenient. The teeth of the brake pawl wear out quickly and the hand-brake grip is not strong enough. When there is considerable wear on the friction-cover plates of the brake shoes, the length of the drive rod and the shape of the drive lever limit the adjustment of the brake shoes, no matter how well the gear cable is adjusted. In such cases, the lower end of the drive lever sometimes jams the brake shoe.

The paint job wears out prematurely in the grooves of the body top, resulting in corrosion after 50,000-60,000 kilometers. After 80,000-90,000 kilometers, the paint on the floor, trunk compartment, gas tank, door bottoms, and the forward part of the rear fenders begins to corrode.

The criterion for sending M-20 taxis for minor and capital repairs is the condition of the body and its fittings. Improvement of the anticorrosion coating of the M-20 is desirable.

The life of the steering-gear needle-roller bearing, which has to be changed after 30,000-40,000 kilometers, is too short. The rear shock absorber brace sometimes breaks at the weld, and parts of the window-raising mechanism get out of order regardless of the distance traveled. Breakage of the hub plate and the rear spring suspension bracket has also been reported.

Several parts of the car are inaccessible for servicing, e.g., the overflow plug of the coarse-oil filter, the water-jacket drain plug, and the steering-gear shaft. Operating practice shows that more than 50 percent of the defects in the car result from defects in the electrical equipment. The quality of the electrical equipment and the length of service of some instruments are still unsatisfactory, e.g., the induction coil, horn, and starter.

A group of 372 unmodernized (built before 1 November 1948) Pobedas developed 718 defects in a run of 15,000 kilometers, while a group of modernized Pobedas showed 334 defects. In this latter group, there were 169 defects in the electrical equipment. -- Engineer I. Barashkov.

GIVES PRICES OF POBEDAS, MOSKVICHES -- Alma-Ata, Kazakhstanskaya Pravda, 27 Feb 51

The Alma-Ata specialized store of Glavavtotraktorosbyt (Main Administration of Automobile and Tractor Sales) has a large selection of cars for sale to the public. M-20 Pobeda convertibles sell for 15,000 rubles, Moskvich sedans sell for 9,000 rubles, and Moskvich convertibles sell for 8,500 rubles. The M-1-A Moscow motorcycle sells for 2,550 rubles.

Moskviches are also for sale in oblast offices of Glavavtotraktorosbyt.

The specialized store's address is 55 Gogol' Street, Alma-Ata; telephone 67-96. -- Advertisement

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FARMERS BUY PASSENGER CARS -- Tbilisi, Zarya Vostoka, 24 Feb 51

The Tbilisi store of Glavavtotraktorosbyt (Main Administration of Automobile and Tractor Sales) sold more than 3,000 Pobedas and Moskviches to village inhabitants last year.

OFFER TRUCKS FOR SALE IN TBILISI -- Tbilisi, Zarya Vostoka, 17 Feb 51

Tsekavshiri [Central Caucasus Consumers' Goods Union?] has received 140 trucks for sale to kolkhozes. -- Advertisement

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